### MEETING NOTICE

A meeting of the **Bayside Traffic Committee**
will be held in the Rockdale Town Hall - Pindari Room
Level 1, 448 Princes Highway, Rockdale
on Wednesday 2 May 2018 at

### AGENDA

1. **ATTENDANCE AND APOLOGIES**
2. **DISCLOSURES OF INTEREST**
3. **MINUTES OF PREVIOUS MEETINGS**
   - BTC18.043 Minutes of the Bayside Traffic Committee Meeting - 4 April 2018
4. **REPORTS**
   - BTC18.044 63 Alfred Street, Mascot - Works Zone
   - BTC18.045 Barnsberry Grove, Bexley North - Proposed Pedestrian Crossing South of Kingsland Road
   - BTC18.046 Brighton Street, Banksmeadow, eastern side footpath, opposite Banksmeadow Public School - proposed nine (9) additional 90 degree angle parking with landscaping
   - BTC18.047 Chegwyn Street, Botany - Proposed Two 90 Degree Disabled Parking Spaces South of Bay Street
   - BTC18.048 Fontainebleau Street, Sans Souci - Proposed signposting of 'NST' and 'Bus Zone' restrictions at existing bus stops
   - BTC18.049 Harris Street, Rosebery - Proposed Pedestrian Crossing improvements near St Therese Catholic Primary School
   - BTC18.050 62-64 Iliffe Street, Bexley, east of Regent Street - Proposed Works Zone
   - BTC18.051 Johnson Lane, rear of 5 Wentworth Avenue, Mascot - Proposed 30m No Parking Zone opposite vehicular crossing
   - BTC18.052 5 Linsday Street, Rockdale - Proposed 'No Stopping' restrictions across access road
   - BTC18.053 Sutherland Street, Rosebery - Proposed Pedestrian Crossing Improvements near St Therese Catholic Primary School
   - BTC18.054 The Glen Road, Bardwell Valley- Proposed 'No Parking' restrictions outside number 26 to 34
   - BTC18.055 The Little Grand Parade, Brighton Le Sands - Proposed 'Motor Bikes Only' restrictions, between driveways of number 3 and 4
   - BTC18.056 Tuffy Avenue southern approach to Fontainebleau Street, Sans Souci - Amended detailed design drawings for traffic calming scheme
BTC18.057  General Business Session - Additional Items ..........................85

5  GENERAL BUSINESS
Bayside Traffic Committee 2/05/2018

Item No BTC18.043
Subject Minutes of the Bayside Traffic Committee Meeting - 4 April 2018
Report by Pat Hill, Administrative Support Officer - City Infrastructure
File SC18/5

Officer Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 4 April 2018 be confirmed as a true record of proceedings.

Present

Jeremy Morgan, Manager City Infrastructure, Bayside Council (A/Convenor)
Senior Constable Alexander Weissel, Botany Bay Police,
Senior Constable Andrew Chu, St George Local Area Command,
George Perivolarellis, representing State Members for Rockdale and Heffron
Sandy Leung, representing Roads and Maritime Services

Also present

Mohamed Tita, representing Roads and Maritime Services,
Pintara Lay, Coordinator Traffic and Road Safety, Bayside Council,
Lyn Moore, NSW Pedestrian Council,
Peter Hannett, St George Bicycle User Group,
Julie Gee, Senior Project Landscape Architect, Bayside Council (Item BTC18.36 – Pine Park)
Glen McKeachie, Coordinator Regulations, Bayside Council,
Agasteena Patel, Traffic Engineer, Bayside Council,
Pat Hill, Traffic Committee Administration Officer, Bayside Council

The Convenor opened the meeting in the Rockdale Town Hall – Pindari Room, Level 1, 448 Princes Highway, Rockdale at 9.55 am.

1 Apologies

The following apologies were received:

Councillor Ed McDougall
James Suprain, representing Roads and Maritime Services,
Joe Scarpignato, St George Cabs
Peter Whitney, State Transit Authority
Les Crompton, representing State Member for Kogarah

2 Disclosures of Interest

There were no disclosures of interest.
3 Minutes of Previous Meetings

BTC18.029 Minutes of the Bayside Traffic Committee Meeting - 7 March 2018

Committee Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 7 March 2018 be received and the recommendations therein be adopted.

4 Reports

BTC18.030 Aloha Street south of Coward Street in front of Mascot Senior Citizens Club - proposed change 'No Stopping' restriction to combined 'Loading Zone, 8.30am-4pm, Mon - Fri' and 'No Stopping, at other times' restrictions

Committee Recommendation

That approval be given to the conversion of part of the ‘No Stopping’ zone along the eastern kerb line of Aloha Street south of Coward Street, Mascot, to a combined ‘Loading Zone, 8.30am-4pm, Mon- Fri’ and ‘No Parking, at other times’ restrictions, as follows:

1 From 0.0m to a point 10m – retain 10m ‘No Stopping’ restriction

2 From 10m to 18m – proposed change ‘No Stopping’ restriction to a combined ‘Loading Zone, 8.30am-4pm, Mon- Fri’ and ‘No Parking, at other times’ restrictions.

3 From 18m southward – retain existing ‘3P, 8am-6pm, Mon – Fri, and 8am-12 noon, Sat’ restriction.

BTC18.031 Athelstane Avenue, in front of Athelstane Public School, Arncliffe - Proposed extension of 'No Parking, 8am-9.30am and 2.30pm-3.30pm, School Days' by 50m to the west of its original location

Committee Recommendation

That approval be given to the extension of existing 'No Parking, 8am-9.30am and 2.30pm-3.30pm, School Days' restriction by another 50m west of its original location in Athelstane Avenue in front of Athelstane Public School.

BTC18.032 18 Bellevue Street, Arncliffe - Proposed removal of parking space for people with disability

Committee Recommendation

That the proposed removal of parking space for people with disability in front of No. 18 Bellevue Street, Arncliffe, be approved.
**BTC18.033**  Hannam Street and Turrella Street, Turrella - Proposed ‘No Stopping’ restrictions along the bend outside house number 2 Hannam Street

Committee Recommendation

That approval be given for installation of 20m ‘No Stopping’ restrictions along eastern side of Hannam Street outside house number 136 Turrella Street and 4 Hannam Street, Turrella.

**BTC18.034**  Holloway Street, in front of Pagewood Public School - proposed drop off and pick up areas with ‘P15 Minutes, 8.00am-9.30am and 2.30pm-4pm, School Days’ for 12 parking spaces

Committee Recommendation

That approval be given to the installation of twelve (12) parking spaces along the northern kerbline of Holloway Street, between Page Street and Dalley Avenue, for set down and pick up areas, with a ‘P15 Minute, 8am-9.30am and 2.30pm-4pm, School Days, as follows:

1. From 23m to a point at 59m east of Page Street – proposed six (6) parking spaces
2. From 20m to a point at 56m west of Dalley Avenue – proposed six (6) parking spaces
3. Existing ‘No Stopping’ restrictions at both ends of Holloway Street near Page Street and Dalley Avenue be retained.

**BTC18.035**  Marsh Street Access Road, at the rear of Mercure Hotel, Wolli Creek - proposed painted one way road pavement arrows to reinforce the existing sign-posted one way street

Committee Recommendation

That approval be given to the painting of two (2) of one-way road pavement arrows to reinforce the existing sign-posted one way street in Marsh Street Access Road, Wolli Creek, between Marsh Street and Rockwell Avenue.

**BTC18.036**  Pine Park Master Plan, Sans Souci, from Ramsgate Road to Sandringham Street - Proposed car park with ‘No Stopping, 10pm-5am’ parking restriction

Committee Recommendation

1. That the Committee endorse the proposed Pine Park Car Park along The Grand Parade between Ramsgate Road and Sandringham Street, Dolls Point.
2. That approval be given to the removal of the regulatory traffic signs and roadmarkings following the closure of the temporary car park in Carruthers Drive.
near the waterfront north of Sandringham Street.

3 That approval be given to the installation of ‘No Stopping, 10pm-5am’ restrictions in the new car parks of Pine Park between Ramsgate Road and Sandringham Street.

4 That approval be given to the installation of a ‘Give Way’ priority control in Carruthers Drive travelling north bound at Sandringham Street.

BTC18.037 Riverside Drive, east of Napoleon Street, in front of the amenity block, Sans Souci - detailed plan of a pedestrian refuge island

Committee Recommendation

That endorsement be given to the detailed design drawings for pedestrian refuge island in Riverside Drive, Sans Souci, east of Napoleon Street.

Note: the ‘Keep Left’ sign should be R2-3 type.

BTC18.038 Station Street, Arncliffe - Proposed change to existing 2P restrictions to be part of Done Street Resident Parking Scheme

Committee Recommendation

1 That approval be given to change the “2P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat’ restrictions for the 90 degree angle parking along southern kerbline of Station Street to “2P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat Permit holders excepted Area ARN’

2 That the eligible residents in Station Street, Arncliffe along the northern kerbline between Belmore Street and Done Street be advised of Council’s decision and invited to apply for permits at a cost as per Council’s fees and charges

3 That parking spaces in the 90 degree angle parking – 10 spaces in Station Street, be delineated.

BTC18.039 General Business Session - Additional Items

Committee Recommendation

That the General Business items be discussed as below.

5 General Business

BTC18.040 62 Moate Avenue, Brighton Le Sands – raised by Coordinator Traffic and Road Safety

Precis:

A request was received from the resident at 62 Moate Avenue for assistance with parking outside his property, where a dual occupancy dwelling is being built.
Despite repeated measures, vehicles continue to park. The applicant needs the frontage kept clear of parked vehicles to undertake the construction of a new vehicular crossing/driveways and new kerb and footpath as per Council requirements.

It is hence proposed to install 11m long ‘Works Zone 7.00am – 6.30pm Mon to Fri 8am-3.30pm Sat’ outside 62 Moate Avenue for a period of 4 weeks at the applicant’s cost for signage only.

Committee Recommendation

That approval be given to install an 11m long ‘Works Zone 7.00am – 6.30pm Mon to Fri and 8am-3.30pm Sat’ outside 62 Moate Avenue for a period of 4 weeks at the applicant’s cost for signage only.

BTC18.041 ‘No Stopping Restriction’ in front of Nos. 2-4 Somerville Street, Arncliffe – raised by Coordinator Traffic and Road Safety

Precis:

A report on detailed design was presented at 1 November 2017 meeting for traffic calming scheme along Somerville Street. The design has been slightly modified to increase the width of the island from 600mm wide to 800mm wide.

Whilst a solid yellow line was included as part of the original drawings submitted as part of the report, a specific recommendation to install ‘No Stopping’ restriction was not included in the recommendation.

All affected residents have access to off-street parking along with unrestricted parking along the entire length of Somerville Street. 1 parking space will be retained outside number 4 to minimise the loss of street parking.

Committee Recommendation

That approval be given to the installation of ‘No Stopping’ signs along the southern kerbline of Somerville Street in front of Nos. 2 and 4 Somerville Street, Arncliffe.

The Convenor closed the meeting at 11.00 am.

Attachments

Nil
Summary

Council has received a request for the provision of an 8m long Works Zone at 63 Alfred Street, Mascot. The Works Zone is requested to facilitate the delivery of materials for the construction of a two storey dwelling for a period of 16 weeks.

Officer Recommendation

That approval be given to the installation of an 8m ‘Works Zone, 7 am- 6.30 pm, Mon – Fri and 8.00 am – 3.30 pm Sat’ restriction, on the frontage of 63 Alfred Street, Mascot for a duration of 16 weeks, subject to relevant conditions.

Background

It is often recommended that kerb side parking surrounding a large construction site be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal/delivery of associated materials.

To facilitate construction activity, it is recommended that a works zone be provided.

In accordance with Road Rules 2014, Rule 181 states that:

Works zone

This sign means that a driver must not stop in a works zone unless the driver’s vehicle is actually engaged in construction work in or near the zone. Any vehicle may stop to pick up or set down passengers.

Hours of operation; ‘7 am – 6.30 pm, Mon – Fri and 8.00 am – 3.30 pm, Sat’ is recommended for this works zone.

The locality of the existing and proposed parking restrictions is shown in the attached document.
Financial Implications

Not applicable
Included in existing approved budget ☒ The applicant will be required to pay for the installation and removal of Works Zone signage in accordance with the current fees and charges

Additional funds required ☐

Community Engagement

Not Applicable

Attachments

1 63 Alfred Street - Proposed Works drawing
2 63 Alfred Street - Location of Works - aerial map
PROPOSED WORKS ZONE
7am TO 6:30pm MON-FRI
8am TO 3:30pm SAT

ALFRED STREET

63 ALFRED STREET
A Summary

A request has been received to install a marked pedestrian crossing at the existing pedestrian refuge island in Barnsbury Grove south-west of Kingsland Road, to improve road safety for children and parents from Bexley North Public School.

Officer Recommendation

That approval be given to the installation of a marked footcrossing at the existing pedestrian refuge island in Barnsbury Grove, Bexley North, south east of Kingsland Road.

Background

A pedestrian safety issue in Barnsbury Grove at Kingsland Road North had been considered by Rockdale Traffic Committee on two occasions. The latest one was on 11 June 2014, item RT03. The Committee recommended that the existing two pedestrian refuge islands at the intersection of Barnsbury Grove and Kingsland Road North be enlarged to meet the current RMS standard pedestrian refuge islands requirements.

Subsequently, the islands were enlarged in 2005/2016.

The Bexley North population is growing like many suburbs of Sydney. More students of Bexley North Public School from the Bexley Road North, Stotts Avenue, and Slade Road area walk to School. These students use the pedestrian refuges at the intersection of Kingsland and Barnsbury Grove to walk to and from school.

Traffic count

In accordance with Roads and Maritime Services’ Supplement to Guide to Traffic Management (Austroads) – Section 8. 75.5: (iii) – Reduced warrant for children, the aged, or physically impaired pedestrians a separate warrant applies as follows:

Crossings used by children

- In two hours of one hour duration immediately before and after school hours P>30 (the crossing being predominately used by school children) and V >200.
Two one hour pedestrian and traffic counts were undertaken in Barnsbury Grove on 10 & 12 April, 2018 during both morning drop off and afternoon pick up times.

<table>
<thead>
<tr>
<th>Traffic count on 10/4/18</th>
<th>V (Vehicles per hour)</th>
<th>Children (per hour)</th>
<th>Adults (per hour)</th>
<th>Total pedestrians (per hour)</th>
<th>Meeting the RMS reduced warrants for marked footcrossings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic count on 10/4/18 2.20 pm to 3.20 pm</td>
<td>494</td>
<td>25</td>
<td>40</td>
<td>65</td>
<td>YES</td>
</tr>
<tr>
<td>Traffic count on 12/4/18 8.20 am to 9.20 am</td>
<td>459</td>
<td>31</td>
<td>34</td>
<td>65</td>
<td>YES</td>
</tr>
</tbody>
</table>

The existing bus zone in Barnsbury Grove on the eastern side of Kingsland Road will not be affected by the proposal.

There will be no losses to kerbside parking as there are ‘No Stopping’ zones which have been provided in conjunction with the existing pedestrian refuge islands. The existing ‘No Stopping’ zones for the pedestrian refuge island meet the required ‘No Stopping’ zones for the marked footcrossing.

The gap between two concrete islands of the pedestrian refuge island is 3m wide as shown in the attached drawing. It is suitable for the marked footcrossing. Alterations to the existing pedestrian refuge island are not required to accommodate the marked footcrossing.

No pedestrian accidents have been reported in Barnsbury Grove for the period of five years ending on 30/6/2017.

In view of the reduced warrants being met, it is recommended that a marked pedestrian crossing be installed at the existing pedestrian refuge island on Barnsbury Grove, south of Kingsland Road North to enhance pedestrian safety.

**Financial Implications**

- **Not applicable**
- **Included in existing approved budget**
- **Additional funds required**

The marked footcrossing in Barnsbury Grove will be funded through Block Grant for Traffic Facilities on local streets.
Community Engagement

The school principal of Bexley North Public School, and affected residents be advised of Council's decision.

Attachments

1 Barnsbury Grove proposed pedestrian crossing photo
2 Barnsbury Grove - drawing showing existing pedestrian refuge islands
Bayside Traffic Committee

Item No BTC18.046

Subject Brighton Street, Banksmeadow, eastern side footpath, opposite Banksmeadow Public School - proposed nine (9) additional 90 degree angle parking with landscaping

Report by Julie Gee, Senior Project Landscape Architect

Pintara Lay, Coordinator Traffic and Road Safety

File SC18/5

Electorate Maroubra

Summary

The proposed additional parking and landscaping matter in Brighton Street, opposite Banksmeadow Public School was previously discussed as an informal item by Bayside Traffic Committee at its March 2018 meeting.

As a result, a community consultation was carried out by the Major Projects Team for a period of 2 weeks between 26th March and 6th April 2018. A total of 145 letters were distributed to letter boxes of residents of Brighton Street and several surrounding streets. A letter was also addressed to the Principal of Banksmeadow Public School and an article placed on Council’s website in 'Have Your Say. The consultation material included a request for feedback on parking restriction options.

Officer Recommendation

1. That approval be given to the conversion of the parallel parking to 90 degree angle parking in order to provide nine (9) additional parking spaces in front of Nos. 45 to 49 Brighton Street, Banksmeadow, as part of the “Street Tree Masterplan Civil Implementation” project in the 2017/18 FY capital program. The new parking spaces will be time unrestricted.

2. That existing ten (10) of 90 degree angle parking spaces with ‘8P, 6 am - 6 pm, Mon – Fri’ restriction in front of Nos. 49 to 53 Brighton Street be retained.

Background

The extension of angle parking and street tree planting, is part of the “Street Tree Masterplan Civil Implementation” project in the 2017/18 FY capital program.

The project proposed “in-road” planting to 6 streets in the form of planted blister islands and/or medians within the road carriageway. Community consultation was undertaken. Most of the respondents from Brighton Street that were consulted requested additional angled parking to cater to the parking needs of Banksmeadow Public School to alleviate pressures on the street for residential parking.

Ten (10) angled parking bays were constructed in Brighton Street in 2014 by Botany Bay Council in front of 49 and 51 Brighton Street. After consultation with affected residents, an ‘8P, 6 am – 6 pm, Mon - Fri’ parking restriction was implemented for these 10 spaces.
The current proposal is for an extension of the angled parking with construction of an additional 9 angle spaces northward, fronting nos. 45 to 47 Brighton Street. As well as the angle parking extension, the wide verge fronting nos. 29 to 53 Brighton Street will be planted with additional street trees. The wide verge (approx. 13 metres) can support denser tree planting, supporting a wildlife corridor, a vision included in the Street Tree Masterplan.

Subsequently, five (5) responses were received which can be summarised as below.

- 4 commented on the parking restriction options with 3 requesting the parking be unrestricted and 1 requesting 2 or 8 hour.
- 1 of the 3 requesting unrestricted parking stated parking restrictions will adversely affect the surrounding streets as people move their cars to unrestricted streets to park (resident from adjoining street)
- 2 of 6 commented that the proposal provides insufficient parking, 1 saying it was a net gain of only 5 spaces
- 1 asked for consideration of additional street lighting over the parking bays.
- Request for the closest bay to Stephen Road be for disabled parking.
- No responses have been received from the management of Banksmeadow Public School.

Details of the public comments and Council’s Officers responses can be found in the attached spreadsheet.

Currently the width of Brighton Street is approximately 10.5m between kerb lines and the generous width of the verge allows both angled parking and additional street tree planting. The new parking spaces are designed in accordance with Australian Standards, AS2890.5-1993.

It is recommended that the parallel parking in Brighton Street opposite Banksmeadow Public School be converted to nine (9) additional parking spaces with landscaping as shown in the attached documents. The new proposed parking spaces should be time unrestricted.

It is anticipated that construction will commence in June, by the Major Projects Unit, and is anticipated to finish in July 2018.

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Financial Implications

- Not applicable
- Included in existing approved budget ☒ Funded by the Street Tree Masterplan Civil Implementation project in the 2017/18 FY capital program.
- Additional funds required ☐ <<Enter comment if required or delete>>

Community Engagement

Affected residents and the school management of Banksmeadow Public School be advised of Council’s decision.
Attachments

1  Brighton Street Landscape drawing
2  Brighton Street spreadsheet public comments and council officer’s responses
3  Brighton Street aerial map - existing and proposed parking
4  Brighton Street existing disabled parking space picture
BRIGHTON STREET STREET TREE PLANTING
LANDSCAPE CONSTRUCTION DRAWING PACKAGE

<table>
<thead>
<tr>
<th>Landmark Plan Sheet 1</th>
<th>MP_07_001</th>
<th>Rev A</th>
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<tr>
<td>Landmark Plan Sheet 2</td>
<td>MP_07_002</td>
<td>Rev A</td>
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<tr>
<td>Landmark Plan Sheet 3</td>
<td>MP_07_003</td>
<td>Rev A</td>
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<tr>
<td>Landmark Plan Sheet 4</td>
<td>MP_07_004</td>
<td>Rev A</td>
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<tr>
<td>Landmark Plan Schedule and Typical Details</td>
<td>MP_07_005</td>
<td>Rev A</td>
</tr>
<tr>
<td>Location</td>
<td>Comment from affected residents</td>
<td>Council Response</td>
</tr>
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</tr>
<tr>
<td>Brighton St</td>
<td>More than happy with the proposal. Needs to be a restriction to parking so bocas, caravans etc. don't park there continuously. Initially suggested 8 hour parking restriction but later said they would cater to needs of school parents</td>
<td>Currently, the existing parking on the eastern side of Brighton Street has a 10p parking restriction. The new parking spaces should be unrestricted to allow residents to park.</td>
</tr>
<tr>
<td>Brighton St</td>
<td>Reconfiguration of parking spaces will only achieve a small number of parking spots on the street. The plan shows no change to my front, which is situated away from this project area. My front is a mess due to car tracks etc. Since there will be no new trees in this section, will bollards still be installed? This will help stop misuse of this section.</td>
<td>The verge fronting this residence has existing trees but will be supplemented with more. Bollards are not included in this revised proposal. Tree plantings in large mulched garden beds will restrict parking on the verge. Council does intend to install a bollard on the footpath. Parking on the footpath is a traffic offense under NSW Road Rules.</td>
</tr>
<tr>
<td>Brighton St</td>
<td>We again solicit your support to support proposal as your fellow.  1. Unrestricted parking.  2. Tree species which do not grow too tall, and do not lose leaves. Is Council leaving existing trees?  3. Consider additional street lighting over the parking bays (if possible).  4. Have one of the new bays, closest to Stephen Road for designated parking.  5. Does the new footpath continue up Brighton Street?  6. Estimated start / finish dates</td>
<td>Currently, the existing parking on the eastern side of Brighton Street has a 10p parking restriction. The request for unrestricted parking could be considered for the new angle parking spaces. Tree species will be in accordance with the Street Tree Masterplan. The blue verge is an opportunity for some tree retention. Currently, there is a disabled parking space which has been provided closer to Stephen Road. There is only side of the street which has been paved. The request for the other side can be included in the future footpath to be investigated. The project is anticipated to be implemented during June / July 2018.</td>
</tr>
<tr>
<td>Ermington St</td>
<td>With regard to parking restrictions, please note that I am in favour of unrestricted parking as the implementation of parking restrictions would adversely affect the surrounding streets. As has been shown time and again, when parking restrictions are implemented in one area, the streets close by come under pressure as people just move their cars to the closest street that does not have parking restrictions.</td>
<td>Currently, the existing parking on the eastern side of Brighton Street has a 10p parking restriction. The request for unrestricted parking could be considered for the new angle parking spaces.</td>
</tr>
<tr>
<td>35 Brighton St</td>
<td>Parking has become very limited in the street, particularly at school drop off and pick up times. Extending the addition of angle parking spaces (with unrestricted parking) further north up the street may assist with this issue. The proposed additional spaces may be insufficient to alleviate the parking issue in the street.</td>
<td>The request for more parking can be included in the list of sites to be further investigated by Traffic and Road Safety Section.</td>
</tr>
</tbody>
</table>
Brighton St, looking east,
Existing 90 degree angle parking
Summary

Council is proposing to install two (2) disabled parking spaces with a shared space on the western side of Chegwyn Street near the intersection with Bay Street. The proposed spaces are located opposite the Waterworks Hotel. The proposal will require the conversion of three (3) existing 90 degree spaces.

Officer Recommendation

1. That Two (2) 90 Degree Disabled Spaces with a Shared Zone be installed on the western side of Chegwyn Street, near Bay Street. The linemarking and space widths are to comply with AS/NZS 2890.6:2009 Part 6. No bollard is proposed in the Shared Zone.

2. That R5-1-3(L) and R5-1-3(R) signs be installed to provide a Disabled Parking zone width, inclusive of Shared Zone of approximately 7.8m.

3. That a landscaped Kerb Blister be installed north of the proposed disabled spaces to increase safety for users.

Background

Chegwyn Street is a south bound one way road with commercial premises on the eastern side and predominantly commercial establishments on the western side. There is a high demand for off-street parking in the area. The eastern kerb line of Chegwyn Street contains parallel parking, the western side of the road has existing 90 degree parking spaces that extend approximately 200m south of Bay Street. Due to recent development works, existing disabled parking spaces were removed from the eastern side of the road near the Waterworks Hotel. At present there are no disabled parking spaces in the vicinity.

Australian Standards for parking for people with disabilities have changed in the last decade to reflect changes in the way vehicles are designed and used to unload wheelchairs. In order to comply with the changes and to provide a safe environment for users, it is proposed to install disabled spaces on the western side of Chegwyn Street, which has existing 90 degree parking spaces.

Financial Implications
The installation of disabled parking spaces in Chegwyn Street will be funded through the Block Grant.

Community Engagement

Attachments

1  Location of Works
2  Proposed Works
Item BTC18.047 – Attachment 2
Summary

Council has received request from State Transit Authority for formalising the existing bus stops in Fontainebleau Street with ‘Bus Zone’ signposting.

Officer Recommendation

That approval be given to the installation of the following parking restrictions along Fontainebleau Street at various locations:

1. From 0m to 10m – ‘No Stopping’ restriction (starting from Brentwood Street westwards) outside number 56 Fontainebleau Street
2. From 10m to 30m – ‘Bus Zone’ restriction (outside 56 and 54 Fontainebleau Street)
3. From 0m to 10m – ‘No Stopping’ restriction (starting from Brentwood Street westwards) outside number 47 Fontainebleau Street
4. From 10m to 30m – ‘Bus Zone’ restriction (outside 45 and 47 Fontainebleau Street)
5. From 0m to 10m – ‘No Stopping’ restriction (starting from Tuffy Avenue eastwards outside the café)
6. From 10m to 30m – ‘Bus Zone’ restriction (outside 66A Fontainebleau Street)
7. 30m ‘Bus Zone’ restriction outside number 15A and 19 Fontainebleau Street from property boundary of numbers 13 and 15A to 1m east of driveway of house number 19.
8. 30m ‘Bus Zone’ restriction outside number 22 and 26 Fontainebleau Street from 1m east of driveway of house number 22 westwards up to number 26.

Background

Traffic and parking issues in Fontainebleau Street were previously considered by Bayside Traffic Committee at its 1 November 2017 meeting, item BTC17.154. Council has secured funding under 2017/2018 Federal Government Blackspot program to treat Fontainebleau Street to improve safety. One of the recommendations of the Committee was to provide bus zones at the existing bus stops.
Council has received request from State Transit Authority for formalising the existing bus stops in Fontainebleau Street with ‘Bus Zone’ signposting.

The proposal aims to formalise existing parking restrictions that apply at the location, and will not result in loss of parking. The length of the bus zone is usually 30m, consistent with Rule 195 of NSW Road Rules that notes drivers must not stop within 20m of the approach to a bus stop sign, nor 10m after the sign.

At locations near the intersections, the length of ‘Bus Zones’ is reduced to 20m because the statutory ‘No Stopping’ restrictions apply and compensate for the ‘draw-in’ and ‘draw-out’ length required for bus manoeuvring.

It is recommended that parking signs be installed as shown in the attachments at five (5) locations along Fontainebleau Street.

**Financial Implications**

- Not applicable
- Included in existing approved budget ☒ The installation of bus zones and no stopping zones will be funded through block grant for traffic facilities on local streets.
- Additional funds required ☐

**Community Engagement**

Affected residents to be advised of Council’s decision.

**Attachments**

1. Fontainebleau Street Overall view of existing bus stops and proposed bus zones
2. Fontainebleau Street proposed bus zones in front of nos. 15 and 27 - Detail 1
3. Fontainebleau Street proposed bus zones in front of Nos. 45 and 54 - Detail 2
4. Fontainebleau Street proposed bus zone in front of No. 68 - Detail 3
Bayside Traffic Committee 2/05/2018

Item No BTC18.049
Subject Harris Street, Rosebery - Proposed Pedestrian Crossing improvements near St Therese Catholic Primary School
Report by Matthew Makomaski, Traffic Engineer
File SC18/5
Electorate Heffron

Summary
Council has received a request from St Therese Catholic Primary School to improve the pedestrian crossing facilities on Harris Street.

Officer Recommendation

1. That two (2) “Childrens Crossing” flag posts be relocated to both approaches of Harris Street, Rosebery to the marked foot crossing approximately six metres away from their current locations in front of St Therese Catholic Primary School.

2. That two (2) additional Marker Posts be installed.

3. That two (2), 6m long and 300mm wide Stop Lines be painted on both approaches to the marked footcrossing in Harris Street.

Background

Upon a site inspection it was discovered that the existing location of flag posts at the pedestrian crossing did not meet RMS guidelines. Also the pedestrian crossing was missing Stop Lines which are an additional safety feature which promotes the safe passage of children across Harris Street during school hours guidelines.

It is recommended that two posts for displaying a “Childrens Crossing” flag be relocated and Stop Line linemarking be provided to improve childrens safety and to comply with RMS guidelines TDT2002/12C Published in October 2011 as attached.

It is recommended that the existing marked footcrossing in Harris Street in front of St Therese Catholic Primary School be upgraded with the relocation of the flag poles and the painting of STOP lines as shown in the attached drawing.

Financial Implications

- Not applicable
- Included in existing approved budget

☐ The installation of the children’s crossing flag poles and painting the STOP lines in
Harris Street will be funded through Block grant for traffic facilities on local streets.

Community Engagement

The school principal of St Therese Catholic Primary School be advised of Council’s decision.

Attachments

1. Harris Street existing flag poles at the marked footcrossing Google Map Picture
2. Location of Works
3. RMS Technical Direction showing NST at Children’s Crossing with Flag Poles
4. Harris Street Children Crossing flagpole drawings
STOPPING AND PARKING RESTRICTIONS AT INTERSECTIONS AND CROSSINGS

INTRODUCTION
On 1 December 1999, New South Wales (NSW) adopted new road rules. These new road rules included the Australian Road Rules (ARR) 1999.

This Technical Direction covers the installation of NO STOPPING and NO PARKING signs at intersections, children’s crossings, and pedestrian crossings where signage is required.

The use of NO STOPPING and NO PARKING signs at other locations were generally dealt with in Technical Direction 99/21 No Standing and No Parking Signs.

OBJECTIVE
To ensure a consistent signposting of intersection and crossing treatments throughout NSW.

INSTALLATION OF SIGNS
There is to be a standardisation of signposting format, which will result in minor changes to sign panels and positions.

It is not intended that signs be installed at all locations. Where signs are not installed the legislative restrictions will apply. Generally signposting of restrictions covered by legislative requirements is only required where there is adjoining signposting or compliance is an issue. However, signposting adjacent to children’s crossings, pedestrian crossings and marked footcrossings should always occur. The relevant road authority is to determine where NO STOPPING and NO PARKING signs are to be erected.

Existing signs, with the exception of NO STANDING signs (see Technical Direction No 99/21), are not to be removed or replaced until required under maintenance. Where the post is required to be replaced, the sign should be relocated to the new location as specified in this Technical Direction. 
The following signs are to be used for new installations and for replacement of existing signs under normal maintenance:

- **NO STOPPING** (RS-400) sign, see Figure 1, is used to define the length of roadway where vehicles are absolutely prohibited from stopping (Note: Symbolic S-slash signs are not to be used under any circumstances in NSW); and

- **NO PARKING** (RS-40) sign, see Figure 2, is used to define an additional length of roadway where vehicles are permitted to stop temporarily for the purpose of setting down or picking up passengers and goods.

It should be noted that the diagrams in this *Technical Direction* address the requirements in an ideal situation. For the purposes of operational efficiency and road safety, capacity and site conditions, such as the presence of a crest or a curve, the distances shown may require increasing.

![Figure 1: NO STOPPING (RS-400) sign](image)

- Red background
- White legend border and arrow

![Figure 2: NO PARKING (RS-40) sign](image)

- White background
- Black legend, border and arrow
- Red annulus and bar

**Kerb Extensions**

Where kerb extensions (or indented parking bays) are used the nominated distances shown in this *Technical Direction* may be reduced as shown in the Installation Diagrams.

NB: The reduction in distances does not apply to the departure or where kerb blisters are used.

**Associated Technical Directions**

The following Technical Directions should be read in association with this *Technical Direction*.

TD99/21 *No Standing and No Parking Signs.* (SUPERSEDED. Refer to AS1742).
TDT2001/09 *Kerbside Linemarking of Parking Restrictions.* (SUPERSEDED Refer to RTA Delineation manual).
TDT2002/10 *Pedestrian Refuges* (SUPERSEDED Refer to TDT 2011/01a).

**SUPERSEDED DOCUMENTS**

The layouts contained in this *Technical Direction* supersede the following layouts from the *Interim Guide to Signs and Markings* with regard to regulatory signposting only.
Marked Pedestrian Crossing (Pg 4.17-10)
Children’s Crossing (Pg 4.17-12)
Traffic Signal Controlled Pedestrian Crossing at Mid-block Location (Pg 4.17-13)

In addition, the distances shown in this Technical Direction supersede the distances given in Figure 6 of Technical Direction TDT 2001/04 Use of Traffic Calming Devices as Pedestrian Crossings.

ACTION
The appropriate roads authority is to use this Technical Direction when:

• installing signs at new intersections and crossings,
• replacing deteriorated and/or damaged sign posts.

If a sign face requires replacement, ensure that the appropriate signs, in accordance with this Technical Direction or AS1742, are used.

If specific site conditions preclude compliance with this Technical Direction, seek advice from the RTA representative on the Local Traffic Committee or contact the Email address given on the front page of this Technical Direction.

UPDATES
To ensure that this Technical Direction and any related guidelines remain current and relevant, minor updates may be made from time to time. Any updates may be obtained from the RTA website using the Traffic & Transport Policies & Guidelines Register which can be found at:


Printed copies of this Technical Direction are uncontrolled, therefore the Register should always be checked prior to using this Technical Direction or any related guidelines.

Approved by

Authorised for use by

SIGNED

SIGNED

Craig J Moran
General Manager
Traffic Management

John Statton
A/Director
Network Services

Stopping & Parking Restrictions at Intersections & Crossings | June 2011
UNCONTROLLED WHEN PRINTED
Installation Diagrams

The following installation diagrams show typical layouts at the various facilities where NO STOPPING and NO PARKING signs are required. The layouts generally correspond with the ARRs.

The following facilities should be signposted in accordance with the nominated installation diagram:

<table>
<thead>
<tr>
<th>Facility</th>
<th>Installation Diagram</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signalised intersection</td>
<td>Figure 1</td>
</tr>
<tr>
<td>Mid-block marked foot crossing (i.e. signalised)</td>
<td>Figure 2</td>
</tr>
<tr>
<td>Mid-block marked pelican foot crossing (i.e. signalised)</td>
<td>Figure 3</td>
</tr>
<tr>
<td>Unsignalised intersection</td>
<td>Figures 4 &amp; 5</td>
</tr>
<tr>
<td>Mid-block pedestrian crossing</td>
<td>Figure 6</td>
</tr>
<tr>
<td>Children's crossing</td>
<td>Figure 7</td>
</tr>
<tr>
<td>Raised (Wombat) pedestrian crossing</td>
<td>As per Figure 6 for pedestrian crossings</td>
</tr>
<tr>
<td>Magpie crossing</td>
<td>As per Figure 6 for pedestrian crossings</td>
</tr>
</tbody>
</table>
NOTES

1. The minimum No Stopping distance on the approach must be the greater of 20m measured from the kerb or 10m measured from the stop line.

2. The alternate layout may be approved by the RTA for use on the departure when the left lane on the approach is a left turn only lane or where the through traffic volumes are low enough to allow a reduction in the No Stopping distance without effecting the operation of the signals (eg, in side streets which are local roads).

3. Consideration should be given to providing an additional 10m of No Parking if adverse site geometry (horizontal or vertical) exists.

4. Additional No Parking can be provided for pick up or set down opportunities due to high demand on adjoining parking. This signposting can be time of day specific (eg AM &/or PM peak periods).

5. Where kerb extensions are used, the nominated distances on the approach may be varied in accordance with the adjoining table.

6. This does not apply when splinter islands are used, which still allow the crossing to commence at the kerb line.

7. For kerb extension design refer to Pedestrian Refuges Technical Direction.

8. *RAR refers to the Australian Road Rules.

9. Locate NO STOPPING signs at the TP of the kerb extension and the kerb line for kerb extensions designed in accordance with the Pedestrian Refuge Technical Direction.

SIGNALISED INTERSECTION

Figure 1
Figure 2

NOTES

1. Consideration should be given to providing an additional 10 m of NO PARKING if adverse site geometry exists or there is a need to provide additional pick up or set down opportunities.

2. Where kerb extensions are used the nominated distances on the approach may be varied in accordance with the adjoining table.

NB: This does not apply when splinter islands are used which still allow the crossing to commence at the kerb line.

3. For kerb extension design refer to Pedestrian Refuge Technical Direction.

4. In this situation the kerb extension is to have a minimum length of 12 m (excluding topers) with this distance measured from the approach stop line.

5. Locate NO STOPPING signs at the TP of the kerb extension and the kerb line for kerb extensions designed in accordance with the Pedestrian Refuge Technical Direction.

MID-BLOCK MARKED FOOTCROSSING

T00C788
**Figure 3**

**NOTES**

1. If road is one way then only 3.0m of No Stopping is required.
2. Consideration should be given to providing an additional 10m of NO PARKING if adverse site geometry exists or there is a need to provide additional pick up or set down opportunities.
3. Where kerb extensions are used the nominated distances on the approach may be varied in accordance with the adjoining table.
4. NB: This does not apply when splitter islands are used which still allow the crossing to commence at the kerb line.
5. For kerb extension design refer to Pedestrian Refuge Technical Direction.
6. In this situation the kerb extension is to have a minimum length of 12m (excluding lopers) with this distance measured from the approach line.
7. Locate NO STOPPING signs at the TP of the kerb extension and the kerb line for kerb extensions designed in accordance with the Pedestrian Refuge Technical Direction.

**MID-BLOCK MARKED PELICAN FOOTCROSSING**

T000789
NOTES

1 Consideration should be given to providing additional NO PARKING particularly if adverse site geometry exists. The Crossing Sight Distance (CSD) as detailed in Section 3.3 of AUSTROADS Guide to Road Design – Part 4a should be considered. As a guide, a minimum of 10m of NO PARKING should be considered as it will increase the CSD and provide additional pick up and set down opportunities.

2 Where kerb extensions are used the nominated distances on the approach may be varied in accordance with the adjoining table.

3 This does not apply when splitter islands are used which will allow the crossing to commence at the kerb line.

4 Where kerb at gutter does not exist the signs are to be located an appropriate distance from the edge of the pavement.

5 For kerb extension design refer to Pedestrian Refuge Technical Direction.

6 Locate NO STOPPING signs at the TP of the kerb extension and the kerb line for kerb extensions designed in accordance with the Pedestrian Refuge Technical Direction.

UNIGNALISED INTERSECTION (WITH PEDESTRIAN CROSSINGS)

T000790

Figure 4
NOTES
1. Signposting should only be required where there is a compliance problem or there is adjoining signposting.
2. Consideration should be given to providing additional ‘No Parking’ particularly if adverse site geometry exists.
3. The Crossing Sight Distance (CSD) as detailed in Section 3.3 of AUSTROADS Guide to Road Design – Part 4a should be considered. As a guide, a minimum of 10m of ‘No Parking’ should be considered as it will increase the CSD and provide additional pick up and set down opportunities.
4. Where kerb & gutter does not exist the signs are to be located an appropriate distance from the edge of the pavement.

UNIGNALISED INTERSECTION (WITHOUT PEDESTRIAN CROSSINGS)

Figure 5
Item BTC18.049 – Attachment 3
Figure 7

Stopping & Parking Restrictions at Intersections & Crossings | June 2011

UNCONTROLLED WHEN PRINTED

Item BTC18.049 – Attachment 3  51
Summary

Council has received a request from the builders at Nos. 62-64 Iliffe Street, Bexley for the provision of a 22m ‘Works Zone’ in Iliffe Street to facilitate additions and alterations to the existing aged care facility for the duration of 17 weeks.

Officer Recommendation

That approval be given to the installation of 22m of ‘Works Zone, 7am- 6:30pm, Mon – Fri and 8.00 am – 3.30 pm, Sat’ restriction in Iliffe Street for Nos 62-64 Iliffe Street, Bexley, for a duration of 17 weeks, subject to relevant conditions.

Background

It is often recommended that kerb side parking surrounding a large construction site be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal/delivery of associated materials.

To facilitate construction activity, it is recommended that a works zone be provided.

In accordance with Road Rules 2014, Rule 181 states that:

This sign means that a driver must not stop in a works zone unless the driver’s vehicle is actually engaged in construction work in or near the zone. Any vehicle may stop to pick up or set down passengers.

Hours of operation; ‘7 am – 6.30 pm, Mon – Fri and 8.00 am – 3.30 pm, Sat’ will apply to this works zone.

The locality of the existing and proposed parking restrictions is shown in the attached document.
Financial Implications

Not applicable
Included in existing approved budget ☒  The applicant will be required to pay for the installation and removal of Works Zone signage in accordance with the current fees and charges
Additional funds required ☐

Community Engagement

No Applicable

Attachments

1  62-64 Iliffe Street, Bexley aerial map
2  62-64 Iliffe Street Work Zone Drawing
Summary

Council has received a request from a resident of 5 Wentworth Avenue, to provide ‘No Parking’ restrictions in Johnson Lane, opposite the rear of 5 Wentworth Avenue as they find it hard to gain access to their garage with some parked vehicles on the opposite side.

Officer Recommendation

That a 30m ‘No Parking’ restriction be provided along the western kerbline of Johnson Lane, north of Wentworth Avenue to the rear of No. 63, 65 and 67 Johnson Street as follows:

1. From 0m to a point 10m – retain existing ‘No Stopping’ restriction
2. From 10m to 40m – proposed ‘No Parking’ restriction
3. From 40m northward – retain existing parking

Background

Johnson Lane is a narrow 4.8m wide (kerb to kerb) laneway providing predominantly an access function for off-street parking spaces servicing residents of Johnson Street, Alfred Street and Wentworth Avenue.

The laneway is in an area subject to parking demand from Airport users. There is at present a 12m No Parking Restriction around the vehicular crossing (off Johnson Lane) to 5 Wentworth Avenue.

There are however no restrictions to parking, other than existing vehicle crossings, opposite the rear access to 5 Wentworth Avenue.

During a site visit, a vehicle was parked opposite the vehicle crossing to 5 Wentworth Avenue.

A Resident Parking Scheme is being provided on Johnson Street and Alfred Street with a 3 hour Monday to Saturday restriction for non-permit holders, area ‘G’.

The locality, of the existing and proposed parking arrangements in Johnson Lane, is shown in the attached drawing.
Financial Implications

Not applicable
Included in existing approved budget ☒ Funded through Block Grant for traffic facilities on local streets
Additional funds required ☐

Community Engagement

Affected residents in the area be advised of Council’s decision.

Attachments

1 Location of Proposed Works
2 Proposed Works
Summary

Council has received a request from Suez Recycling and Resource Recovery Australia at 5 Lindsay Street, west of West Botany Street, Rockdale, to assist with access to their internal road from Lindsay Street.

Officer Recommendation

That approval be given for the installation of 35m ‘No Stopping’ restriction in Lindsay Street, Rockdale, starting from 1m east of the industrial warehouse building driveway westwards past the access road at the applicant’s expense.

Background

Lindsay Street is a ‘No Through Road’ and has industrial and commercial uses on both sides. It provides access to Suez Recycling and Resource Recovery Australia that occupies a significant part of land use in the area.

A number of heavy and rigid vehicles need access to and from the site. The applicant has expressed concerns that motorists park contrary to parking regulations and make it difficult for vehicles to enter and leave the site safely.

Parking demand is very high at this location and is generated by employees and visitors to various land uses in the area. Vehicles have been observed to park across the exit driveway of the adjoining industrial building contrary to road rules.

It is recommended to signpost the above restrictions to ensure that drivers do not park too close to the access road.

Financial Implications

Not applicable
Included in existing approved budget ☒  The applicant will be requested to pay for the installation of signs
Additional funds required ☐  <<Enter comment if required or delete>>
Community Engagement

Applicant to be advised of Council decision

Attachments

Lindsay Street, Rockdale- Proposed 'No Stopping' restrictions
Lindsay Street, Rockdale – Proposed 35m ‘No Stopping’ restrictions

Rollershutter driveway access to industrial building

Proposed 35m ‘No Stopping’ restrictions
Bayside Traffic Committee

Item No BTC18.053

Subject Sutherland Street, Rosebery - Proposed Pedestrian Crossing Improvements near St Therese Catholic Primary School

Report by Matthew Makomaski, Traffic Engineer

File SC18/5

Electorate Heffron

Summary

Council has received a request from St Therese Catholic Primary School to improve the children crossing facilities on Sutherland Street.

Officer Recommendation

1. That a “Children’s Crossing” flag post be installed at each approach of Sutherland Street to the existing marked footcrossing. Two (2) posts to be installed in total.

2. That four (4) Marker Posts be installed.

3. That a 6m long, 300mm wide Stop Line be painted on each approach of Sutherland Street to the Pedestrian Crossing. Two (2) Stop Lines, 12m in total to be painted.

Background

The School Principal has requested the provision of additional traffic safety measures at the existing marked footcrossing in Sutherland Street in front of St Therese Catholic Primary School, Rosebery. The school principal undertakes to display the children’s crossing flags during the periods of children crossing the road.

It is recommended that two posts for flying a “Children’s Crossing” flag be installed and Stop Line marking be provided to improve children’s safety and to comply with RMS guidelines.

Financial Implications

- Not applicable
- Included in existing approved budget
- Funded through the block grant for traffic facilities on local streets
- Additional funds required

Community Engagement
Attachments

1. Location of Works in Sutherland Street
2. Sutherland Street Children Crossing flagpole drawing
Summary

Council has received a request for improving safety for traffic in The Glen Road, along the bend, west of Sheppard Parade.

Officer Recommendation

That approval be given for the signposting of 53m ‘No Parking’ restrictions along southern side of The Glen Road, opposite the Glen Village between house number 26 and 34.

Background

The Glen Road, between Wilsons Road and number 26 is less than 7m wide. It is a local residential street with very low traffic volumes and no surrounding landuses that are major traffic generators.

The road is winding with numerous driveways and has a crest west of number 34. The land slopes down significantly in the northerly direction.

Demand for parking is high in the vicinity of The Glen Village. Parking on either side of The Glen Road in this section would result in traffic not being able to pass even in a single direction. Site inspections reveal that this is a potentially dangerous situation especially if emergency vehicles need access.

Council has previously installed 1P parking restrictions on the northern side of this section outside The Glen Village. Most houses in this section have multiple off-street parking spaces.

In accordance with the RMS’s crash data for the five year period ending December 2017, no crashes have been recorded in this location.

However, it is recommended that the ‘No Parking’ restrictions be signposted along the southern kerbline of The Glen Road between number 26 and 34 to keep this area free of parked vehicles and allow for two-way traffic movements with parking allowed along northern kerbline of The Glen Road.

Financial Implications

Not applicable
Included in existing approved budget ☒ Block grant for traffic facilities in local street
Additional funds required ☐

Community Engagement
Not required

Attachments
The Glen Road - Proposed 'No Parking' restrictions
Summary

Council has received a request to provide a parking restriction between driveways of Nos. 3 and 4 The Little Grand Parade, Brighton Le Sands.

Officer Recommendation

That approval be given to the installation of ‘Motor Bikes Only’ between the driveways of Nos. 3 and 4 The Little Grand Parade, Brighton Le Sands.

Background

The Little Grand Parade, Brighton Le Sands is a popular street with visitors especially whilst visiting the beach in summer months.

Demand for parking is often high and motorists tend to occupy every available parking spot. The area between driveway of Nos. 3 and 4 The Little Grand Parade is approximately 2.75m long. Small cars have parked in this location, blocking access and egress for driveways of both the properties. Sometimes, vehicles also tend to park overhanging the driveways making it very hard to enter and leave the driveways.

It is recommended to install a ‘Motor Bikes Only’ restriction at the gap between the two driveways as shown in the attached plans.

Financial Implications

<table>
<thead>
<tr>
<th>Not applicable</th>
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<th>The cost for signage will be funded through Block Grant for Traffic Facilities in local streets</th>
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Community Engagement

Affected residents be advised of Council’s decision.
Attachments

1. The Little Grand Parade, Motorbikes only parking
2. Photo 1
3. Photo 2
4. Photo 3
Summary

This report outlines amendments to the detailed design drawing for a raised pedestrian refuge island on the northern approach Tuffy Avenue and a painted median island on the southern approach of Tuffy Avenue to Fontainebleau Street, Sans Souci.

Officer Recommendation

1. That endorsement be given to the construction of a raised pedestrian refuge island and associated ‘No Stopping’ signs on the northern approach of Tuffy Avenue at its intersection with Fontainebleau Street, Sans Souci.

2. That endorsement be given to the installation of painted traffic island on the southern approach of Tuffy Avenue of its intersection with Fontainebleau Street instead of the raised pedestrian refuge island and associated ‘No Stopping’ signs.

Background

Council at its meeting of 7 September 2016 via the recommendations of the Rockdale Traffic Committee meeting of 10 August 2016 (via item RT08) resolved as follows:

1. “That endorsement be given to the construction of raised pedestrian refuge islands and associated ‘No Stopping’ signs in Tuffy Avenue at its intersection with Fontainebleau Street, Sans Souci as shown in the detailed drawing.”

2. That approval be given to the installation of separate kerb parking lanes and through lanes lines with raised reflective pavement markers on edge lines and centres lines in Fontainebleau Street between Rocky Point Road and Napoleon Street as shown in the detailed drawing with minor modifications at bus stops.

3. That approval be given to the change of priority control at the intersection of Lawson Street and Fontainebleau Street from Give Way to Stop priority”.

The detailed plan of the pedestrian refuge islands were presented to Bayside Traffic Committee for consideration in November 2017, item BTC17.154.

Council has successfully received funding of $24,000 under the 2017-2018 Nation Building Blackspot program for the implementation of traffic calming scheme in Fontainebleau Street and Tuffy Avenue. Works have to be implemented before the end of May 2018.
The detailed design included a new ramp on the southern eastern corner of Tuffy Avenue in conjunction with a new pedestrian refuge island outside the existing café. The proposed pram ramp, will result in a loss of significant approved outdoor trading space for the business. It is thus considered that using the existing pram ramps with a painted median island in Tuffy Avenue, will adequately address traffic and road safety concerns at the locations.

Hence, the scheme has been amended to include pedestrian refuge island only on the northern side with associated signage, and a painted median island on the southern side of Tuffy Avenue at its intersection with Fontainebleau Street.

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**Financial Implications**

- Not applicable
- Included in existing approved budget
- 100% funding under Nation Building Blackspot program RMS funding
- Additional funds required

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**Community Engagement**

Notification will be carried out prior to commencement of works.

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**Attachments**

1. Fontainebleau Street painted lines
2. Fontainebleau Street - painted island on the southern of Tuffy Avenue drawing
Summary

Items without notice
Items which do not appear on the agenda (i.e. items without notice), should only be considered if the elected Council has referred the issue through the Convenor and Council officers have been able to prepare a report on the proposal in the normal manner. Items raised without notice must be referred to the next meeting (or dealt with separately between meetings) if any member of the committee requests time to consider the issue.

All other Items without notice will be referred to Council officers in the first instance, unless the members of the Committee agree to consider the item.

Matters that have been investigated and warrant the exercise of the Delegation to Council for the Regulation of Traffic, will be referred to the Bayside Traffic Committee at the next available opportunity.

Other matters that have been investigated and do not require exercise of the Delegation to Council are dealt with as administrative matters and the appropriate response and action will be provided (e.g. providing advice to customers, referral of matters to the relevant authority, replacement of missing signs, repainting line marking, etc). These matters will not be referred to the Bayside Traffic Committee.

Informal Items - Traffic Engineering Advice
In accordance with the Roads and Maritime Service Guidelines, the Bayside Traffic Committee (BTC) members may wish to consider traffic issues or seek advice, on matters that are outside the Delegation to Council for the Regulation of Traffic from the Roads and Maritime Service (e.g. installation of speed limits or traffic control signals). As these issues do not require the exercise of delegated functions at that point in time (though they may or may not require it in the future) they should not be dealt with as formal items by the BTC. The BTC members may take advantage of the knowledge and experience of the other members to help them to resolve or clarify an issue. When wishing to utilise the expertise of the BTC members in this manner, Council will include items on the agenda under a separate Informal Items section. Informal items should be dealt with following the completion of formal BTC items where Council intends to exercise a delegated function. Any outcomes from discussions on informal items cannot be included in the BTC report to the Council. However, Council can use any outcomes from these discussions in their deliberations on such issues.

Officer Recommendation

That the matter raised be investigated.
1. That <<Enter text or delete if only one recommendation>>
2. That <<Enter text or delete if only one recommendation>>

**Background**

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**Financial Implications**

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**Community Engagement**

<<type Not applicable or enter text>>

**Attachments**

Nil